

TABLE 2.20: ROAD DESIGN BY CRASH TYPE, 2006

ROAD DESIGN	CRASH TYPE						TOTAL N %	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%		
Main Road	64	83%	1,808	59%	5,087	45%	6,959	48%
Four-way intersection	2	3%	324	11%	1,267	11%	1,593	11%
T-intersection	7	9%	431	14%	1,383	12%	1,821	13%
Y-intersection	0	0%	68	2%	218	2%	286	2%
Traffic circle/roundabout	0	0%	7	0%	68	1%	75	1%
Five-point, or more	0	0%	5	0%	20	0%	25	0%
Ramp	0	0%	51	2%	225	2%	276	2%
Driveway	2	3%	127	4%	498	4%	627	4%
RR Crossing	0	0%	5	0%	19	0%	24	0%
Parking Lot	0	0%	71	2%	2,149	19%	2,220	15%
Other/Unknown	2	3%	151	5%	490	4%	643	4%
TOTAL	77	100%	3,048	100%	11,424	100%	14,549	100%

Most fatal crashes and just over half of all injury and property crashes occurred on main roads. The next most likely place for a crash was at an intersection. Driveway locations accounted for approximately 4% of injury and property crashes, nearly the same proportion as last year.

**FIGURE 2.5: ROAD DESIGN BY CRASH TYPE
2006**

